

ALONE SHE MOTORS
ACROSS CONTINENTMiss Preuss Drives Oldsmobile
From Coast to Coast in
Ten Days.

A new record for transcontinental touring for women has been established by Miss Amanda Preuss, who arrived yesterday in this city after a ten days' trip across the Lincoln Highway in an Oldsmobile car. Miss Preuss also has the distinction of being the first woman to cross the continent alone in a motor car.

Miss Preuss, who carried a letter of greeting to Mayor Mitchell from Mayor Smith of San Francisco, is most enthusiastic about her trip. She left San Francisco Tuesday, August 8, a date chosen with reference to National Touring Week, her idea being to demonstrate the ease and comfort with which women drivers may take the long motor trip.

In making this trip in ten days, Miss Preuss has broken all previous records for women drivers, there being no transcontinental trip by a woman on record in less than forty-three days. It is said that she started from San Francisco on August 8, arrived at Reno, Nev., the next day, between Reno and Elko, Nev., her next stop, where she was somewhat delayed by the bad condition of the Fallon and Reno roads, but from Elko she steadily made up for the lost time, arriving in Salt Lake City, Utah, on the afternoon of August 11. She reached Council Bluffs, Iowa, on the 14th and Canton, Ohio, on the 17th. Trenton was her last night stop.

In discussing her journey with C. H. Larson, president of the Oldsmobile Company of New York, Miss Preuss attributed much of the success of her trip to the splendid service rendered by her car, of which she spoke in the highest praise. The comfort and ease with which she made her trip, she declared made her realize more than ever before the way in which automobile manufacturers are catering to women drivers.

Miss Preuss is a firm believer in out of door sports for women, and is a crack rifle and pistol shot as well as an expert automobile driver. When she started this morning she was wearing a smart little touring suit. She said she had designed it herself. It was made of khaki to withstand the heat of the roads and the dust of the desert, and a Norfolk coat. With it she wore heavy tan walking shoes and a leather cap and goggles. The riding breeches were necessary owing to the fact that Miss Preuss, being alone, was obliged at times to change tires in the middle of the desert, a half-day's ride from the nearest town. She said, however, with the machine itself she did not feel the slightest trouble.

She laughed at the idea of any danger to herself on the trip, and in spite of the fact that she is an expert shot, she refused to carry any weapons. Though part of her journey was through the Great Desert and the lonely plains of the far West, she is so accustomed to taking care of herself that she did not feel the slightest fear.

In addition to her touring suit, Miss Preuss also brought with her a number of dainty frocks and evening gowns which she wore at the various hotels where she stopped. Sometimes, however, she made do with the suit. She also carried a fishing outfit, oftentimes securing her main lunch dish from the river or creek near which she was encamped.

Miss Preuss is most anxious to tell the women of the East of the beauties and advantages of the trip between her and the coast and the ease and pleasure with which it may be taken. She is a member of the Y. W. C. A. of Sacramento, and it is under their auspices that she is traveling. While she is here, she will speak in the various Y. W. C. A. headquarters and women's clubs of the best of her experience and urge her hearers to go and do likewise. She will return by motor to Chicago by way of the Old Motor Works in Lansing, Mich. From Chicago she will go the rest of the way by train.

SPEEDS UP MT. WASHINGTON.

Cadillac Climbs to Summit in 32 Minutes.

An eight cylinder Cadillac has just established a new record of thirty-two minutes to the summit of Mount Washington.

Starting at 7:50 A. M., Z. W. Wilson, driver of the Cadillac, seven passenger touring car from Glen House and arrived at the summit of Mount Washington at 8:22.

The distance traversed was eight miles, and the elevation of Mount Washington—which is in Coos county, New Hampshire—is 6,293 feet.

The Cadillac which made the present record was a stock car belonging to Mrs. Chevers.

It is interesting to note that the car used was one which had seen 7,000 miles of service, during which time it had not been found necessary to grind the valves.

The time from Glen House to the summit was taken officially by telephone from Glen House and a very high Clark Dodd of Glen House, who was a passenger in the car.

Alone Drives Oldsmobile Across Continent.



Miss Amanda Preuss, who drove from San Francisco to New York via the Lincoln Highway, in an Oldsmobile roadster, with no one in her car but herself, to assume the interest of American women in transcontinental touring. Miss Preuss is a member of the Sacramento Y. W. C. A. and is traveling under the auspices of that organization.

NEW PACKARD CARS
SHOW REFINEMENTSTypes of Second "Twelve"
Series Are Lower and Embodiment Many Niceties.

The Packard Motor Car Company has announced its second series of twelve-cylinder motor cars following the delivery in the last year of nearly 8,000 Twin Sixes and their successful operation in the hands of owners. The company also announces that although the last season's output was nearly three times as great as that of the previous year, a further substantial increase in production will be made in the next twelve months.

When the first Packard was built in 1899 it had but one of the principles of building only the highest quality of car. Persisting in this wise policy, the Packard company has made each year a consistent advance in design, accompanied by a corresponding increase in volume of business.

In reviewing the more recent developments of the Packard company, the following statement:

"To constantly improve our car and to devise new and valuable features has been our aim from the beginning. We have maintained by twice the largest engineering staff in America, what has been found to be new and proved to be the best has been embodied in our design. Coupled with the attractive features of advanced engineering has been always the refinement of stability and sturdiness, so that the owner might feel absolutely safe in travel over any road."

"Packard cars today are more expensive than most other cars. That must always be true so long as Packard quality is maintained. But it became evident that large savings in cost were possible if we could maintain a large volume of production."

"Quantity production, while still retaining Packard quality, was something that had never been accomplished before the advent of the Twin Six. But we saw that it could be done. Since our organization was increased to 13,000 men, our buildings were doubled, improved machinery was designed and installed. We spent over \$7,000,000 getting ready to make the Twin Six. In both design and price the new car proved a surprise and a delight to the public."

"The new model cars are built considerably lower than any previous Packard cars, the chassis alone being approximately two inches lower. This lower construction greatly improves the appearance of the cars and makes them more compact. The bodies are roomy and comfortable."

"As we always have been the case with the Packard company, special attention has been given to the bodies. There is an entirely new body, a very large four passenger runabout. In this newest Packard body there are individual front seats, with a passage-way between, so that two persons may be seated comfortably in the cozy rear compartment."

"A new type of upholstery fabrics is used, making it possible to lower all seats. The upholstery in the open bodies is straight grain, hand buffed leather, plated instead of tufted, while for the enclosed bodies a wide range of exclusive upholstery is offered the purchaser. In the touring bodies, excepting the "2-5-5" sedan touring, and in all of the six passenger enclosed bodies the folding seats are of the forward disappearing type."

"Probably the most noteworthy change from the mechanical point of view is the new water circulation system in place of the water being expelled from the forward ends of the cylinder

DRAKE PLANS BIG
GOOD ROADS TOURHupmobile Official to Journey
25,000 Miles to Study and
Report Conditions.

With the passage of the Federal appropriation of \$25,000,000 for the building of good roads, public interest in road development has been stimulated to a greater degree than ever before. The cooperation of the individual States with the Federal Government now seems to be the one remaining thing to accomplish in order to insure the effort of a united America in behalf of improved roads in all parts of the country. No class has shown a greater interest in a more perfect road system than the motorists of the country.

The American Automobile Association has seen a tireless journey in behalf of the Federal appropriation. J. Walter Burke of Detroit now announces a campaign to insure the cooperation of the individual States with the Government for the development of good roads. Mr. Burke is planning to take a Good Roads tour, an automobile tour which will start August 28 from the national capital and visit the capital of every State in the Union.

"It is the object of this tour to promote interest in improved roads and to make a study of the conditions in all parts of the country," said Mr. Burke. "The tour will start from Washington August 28, will carry a crew of four men. A distance of approximately 25,000 miles will be covered and throughout the entire journey a study will be made of road conditions. Reports will be made to the Governor of each State, suggesting the most feasible roads for touring and outlining the conditions encountered."

"This tour will be a continuation of a series of interstate highways, joining all of the States, the principal highways and the main scenic routes of the country. Through these reports, letters, written and photographic, combined with the cooperation of the American Automobile Association, the various Good Roads associations, and the Government, it is believed that a crew of four men will be able to make a personal and practical study of road conditions in every part of the country, and make suggestions for improvement."

"In the hands of the Secretary of Agriculture and Logan Wallis Page, Federal Good Roads Commissioner, the Government appropriation will, without doubt, produce the most significant results in improving the road conditions of the country. Widespread road improvement is of perhaps greater benefit to the motorist and it is possible to assure that the Federal and State authorities at this time of the historic cooperation of the multitude of people owning and using automobiles. No greater idea than the development of the national highways. Through the tour which will start from Washington the public by written reports, by photographs and by moving pictures, the story of the nation's roads as they now exist, with suggestions for the best highway route and the best route to the motorist of America."

"Good roads enthusiasts freely predict the Hupmobile tour will give the public the most wonderful photographic record of the United States which has ever been made. There will be little left to the imagination about the present state of the nation's roads. Mr. Burke is selecting four capable men to be his traveling companions. The journey of this project in behalf of good roads is better understood when it is realized that the distance to be traveled will be approximately 25,000 miles of the most difficult of the world, and every mile of it is to be made in the United States."

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NEW QUARTERS FOR
WILLYS-OVERLANDMuch Sought For Broadway
Building Leased for First
Time to John N. Willys.

The Wendell Estate has leased its property at the northwest corner of Broadway and Fifth street to Willys-Overland, Inc., to be occupied as soon as the necessary alterations can be completed. The leasing of this building marks the end of one of the most curious stories of Manhattan real estate history, and the beginning of one of the finest automobile salesrooms in the country.

Long before the Long Acre Square section became the center of the White Way, before there was an automobile row, the Wendell Estate erected a first-class three story and basement structure on their Broadway and Fifth street corner, 160 feet by 100 feet on each street. That was in 1902.

So rapid was the rate of business up Broadway that within a few years the Wendell building was in the heart of New York's all day and all night life and one of the most sought after and desirable corners in the vicinity.

It has ever been the policy of the Wendell Estate, however, to select their tenants with great care, and the building has been leased to a number of business enterprises. It was made efforts during recent years to secure this desirable site, but always to no avail. Time after time various automobile companies have endeavored to rent this building, and negotiations went as far as the making of a lease, but the owner, John N. Willys, of Willys-Overland, Inc., to finally put the deal through.

The building has remained vacant for a number of years. Willys-Overland, Inc., will be the first tenant, and will occupy the entire three floors and basement. Work is to be started immediately to make the ground floor into a large display room for the new models of Overland and Willys-Knight cars. The second and third floors will be divided into several stores, into one large display room for the new models of Overland and Willys-Knight cars. The building at Fifty-ninth street and Broadway, will be removed to the new permanent sales headquarters when the new offices are made ready. The temporary salesrooms will remain at 1221 Broadway for the present.

HUDSON MAKES FAST TIME.

Ralph Mulford Drives Super-Six
Up Pike's Peak in Record Time.

While Ray Lewis, Ralph Mulford and Fred Jack, driving respectively the Buick, Hudson Super-Six and Chalmers, divided honors in the recent Pike's Peak race, it was Ralph Mulford who made the fastest time with the Hudson. Mulford's time was eighteen minutes and twenty-four seconds, which was two and a half minutes faster than the time made by the Buick. The Hudson Super-Six made the fastest time over the longest, steepest and highest travelable road in the world.

No bill or monetary cost in the world," said Harry S. Hunt, president of the Hudson Motor Car Company of New York, "regards that imposed on the cars that raced to the summit of Pike's Peak last week. The finishing point of the course there are sixty turns and the cars were made to make a stock car race. It would be four or five times as long to make time with cars not to travel in lower altitudes over straight and comparatively level roads."

"The Hudson had a shorter wheelbase and used a lower gear ratio. But do not overlook the fact that the character of material and design of the motor, the gearbox, the carburetor and the transmission were practically stock. As a result the car duplicated its success at Ormond and Sheepshead Bay Speedway and proved the fact the fastest hill climber in the world."

Big Peerless Truck Order.

What is said to be the largest single order of Peerless trucks placed by a single customer since the outbreak of the war was placed by the United States Government.

The order is for Peerless motor trucks and will run into many millions of dollars. Delivery on the order is to be completed by the end of the year.

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Chalmers Winner in Pike's Peak Climb.



Here is shown Fred Jack, the 20-year-old driver of the winning Chalmers, who refuses to believe that his name spells anything less than success. In the race for the Spencer Penrose trophy he pitted his car against monster racing creations with twice the piston displacement of his Chalmers and finished in third position.

JORDAN PROGRESS
HAS BEEN RAPIDFirst Model Brought Out in
Spring and Now Jordans
Are Well Distributed.

Although Edward S. Jordan, head of the Jordan Motor Car Company of Cleveland, Ohio, is comparatively new in the ranks of automobile manufacturers, the Jordan car having been announced but a few weeks ago, he has already acquired a reputation for quick action and speedy achievement.

During his period of service with the Jeffrey Company, Mr. Jordan planned in his mind an ideal automobile. His ideal car was one to be noted for quality regardless of price and to be built exactly to suit the requirements of the public. Jordan has set out that goal with him, and it is his aim to produce a car which will be a success in the eyes of automobile designers, unless those who have been disappointed in the past are satisfied with the Jordan car.

Finally convinced that his proposed car was practical, Jordan left the Jeffrey Company on January 15 of this year to form a company of his own. He had for a long time been in touch with influential men, and on January 26, eleven days after leaving the Jeffrey organization, he had enough capital secured to assure him that he could go through with his venture. The one million dollar subscription in less than an hour.

With plenty of money to work on, he set to work on the design of an ideal car. On March 1 this model was completed. It tested out in the laboratory of all who were interested in the enterprise. "It is a great car in every respect," they said, "no car could build a plant and turn it out."

Jordan's car was built in a small plant in Cleveland, Ohio, and on March 15, less than a month after his model had been completed, he had secured for a manufacturing plant in Cleveland, Ohio, a factory which was ready to build his car. The assembling of Jordan's cars was begun on March 15, and in less than a month he had secured for his factory a location at 1670 Broadway. The car has a six-cylinder motor and looks like real sport.

The public was just as quick in coming to the conclusion of the car. In less than a month the Jordan car had been ordered by a number of prominent men, and on March 15, the first Jordan car was delivered to a customer. The Jordan car is a success in every respect. It is a great car in every respect, and it is a success in every respect.

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NEW FORD CHANGES
FEW AND PLEASINGCrowds Throng Showrooms to
View the 1917 Models
Just Issued.

The new Ford for 1917 has created quite a stir hereabouts. The showrooms on Broadway have been crowded since the new types were placed on view. The new Ford is a Ford. The following are the principal changes to be noted:

The fitting of an entirely new radiator of black enamel, which is of about the same width and height as the present one, although it has the appearance of being of slightly less thickness. The use of a sloping hood that eliminates any break where it adjoins the body. The addition of crowned fenders front and rear which conform to the curve of the wheels in most modern fashion. The wheel base and body are not changed. The shape of the new radiator has no sharp or abrupt edges, the new shell having rounded edges where the wheels in most modern fashion. The touring car sells for \$320, while the runabout is sold for \$345.

ENLARGE KISSEL PLANT.

Demand for New Kissel Types
Causes Many Radical Changes.

"To triple the production of an automobile factory means not only greatly increased floor capacity and added machinery, but reorganization and systemization of the most important element of all—the human factor," says Paul V. Kissel, Metropolitan distributor of the Kissel car.

The introduction by Kissel of the regular priced Hundred Point Six marked a large change in company policy. New buildings were erected, new machinery purchased, new methods introduced, and the increased scheduled output of the plant. Still the demand for the model exceeds the supply. There will be no let down at the Kissel plant this year.

Goodman Has Factory School.

In the Goodland Truck and Rubber Company's factory school more than a dozen subjects are being taught. Sixty-four men are in attendance. The school is open from 8 to 10 in the morning to 10 to 12 in the afternoon. The school is open to all who wish to learn the art of automobile repair. The school is open to all who wish to learn the art of automobile repair.

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